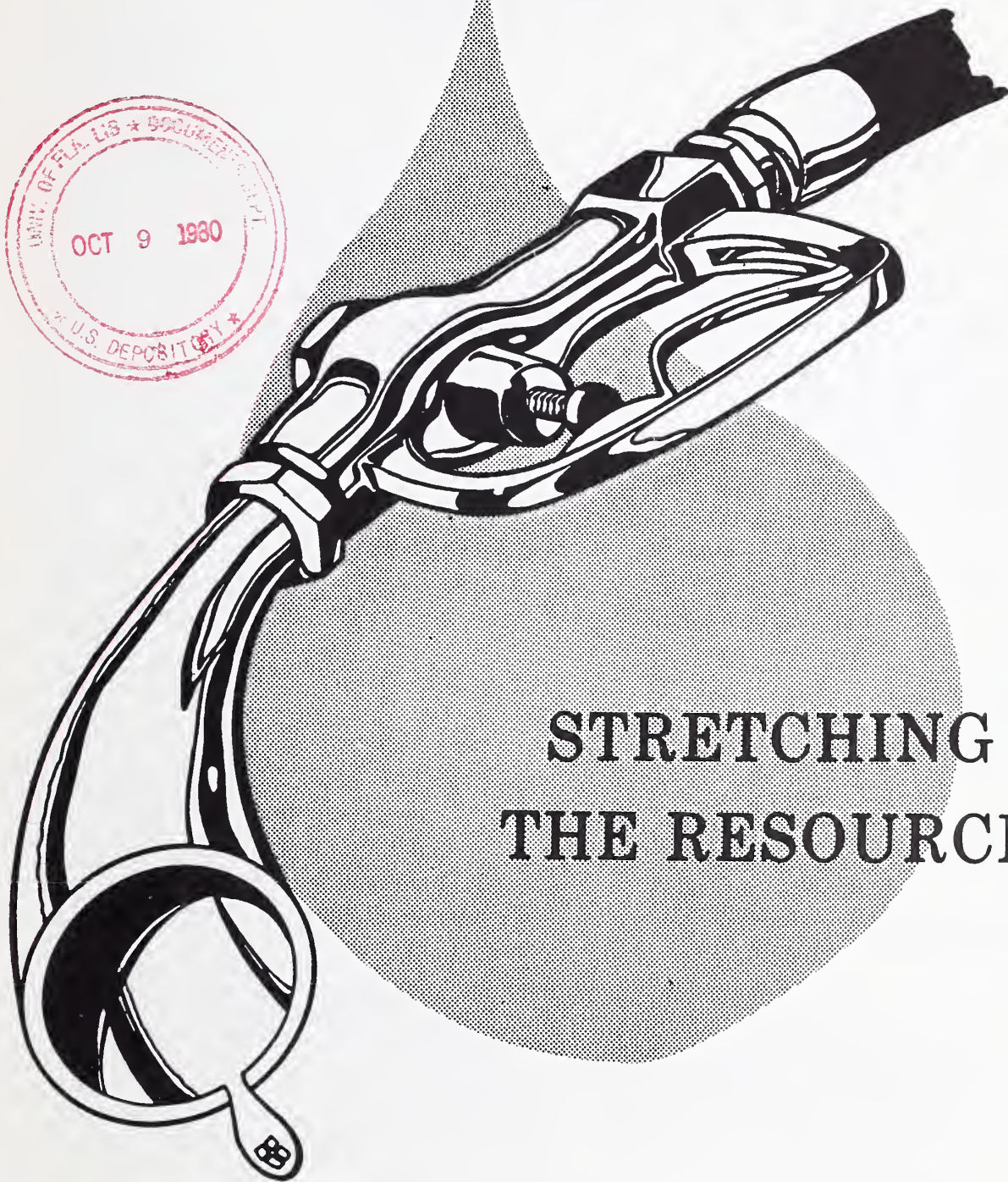


FUEL LINE

Defense Fuel
August 1980
Supply Center



STRETCHING
THE RESOURCE

DFSC FUEL LINE

August 1980



FUEL LINE is an official technical publication, published quarterly by and for Defense Fuel Supply Center and fuel oriented clientele. FUEL LINE is designed to provide timely, factual information on policies, plans, operations and technical developments of Defense Fuel Supply Center and other interrelated subject matter. Views and opinions expressed in the FUEL LINE are not necessarily those of the Department of Defense. All inquiries should be addressed to: Defense Fuel Supply Center Editor, FUEL LINE, Public Affairs Office (AP), Cameron Station, Alexandria, Virginia, 22314. Telephone: (202) 274-6489.

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GASOHOL:

Blends and Trends

Fadhil H. Khattat
Environmental Control Office

Present research efforts in the search for alternate liquid combustion fuel in lieu of pure gasoline indicates that several blends of alcohols (methanol, ethanol, isobutanol, isopropanol, etc.) with motor gasoline does work in today's automobile. However, reducing alcohol-gasoline mixture below 20%, requires carburetion modification because of cold start and other problems associated with the combustion process. Therefore, carburetor's design of the future may play an important role to alleviate this problem and make the use of pure alcoholic fuels a practical reality.

Tests in the State of Nebraska on alcohols (mainly methanol and ethanol) derived from grain, corn and other agriculture crops have shown that:

- Alcohol-gasoline blends boost the octane rating of the fuel mixture.
- Alcohol-gasoline mixture has a superior anti-knock property than that of gasoline.
- Blends have demonstrated also that customary air pollution emissions resulting from gasoline burning are proportionately reduced with alcoholic fuels. This is specially true for nitrogen oxides and carbon monoxide emissions. So future fuels must meet emission requirements for new automobiles.

In the near future, where alcoholic content in a blend is to be increased (beyond present level of 20%) several combustion and performance characteristics

need careful examination and study. Among the performance questions that need examination are:

- Anti-knock properties.
- Vapor lock problems at high altitude and high temperature.
- Possible phase-separation of blend components at low temperatures.
- Cold starting during winter months.
- Adjustment of the compression ratio due to a higher octane.

We mentioned that using pure methanol as a fuel may require a new carburetion system. This system must be designed to allow for increased fuel flow through the use of a corrosion resistant fuel tank and by doubling the tank capacity. The distributor needs to be calibrated for methanol. Alcoholic fuel will also require the use of cooler spark plugs to avoid pre-ignition. This usually occurs under heavier knock when spark timing is advanced. To combat cold starting during winter months, fuel additives such as icing inhibitors must also be added to increase fuel volatility. These and other performance adjustment problems need to be resolved by the auto industry. They must focus at designing the engine around the fuel to be used for maximum economy and performance.

In a study conducted by the Office of Technology Assessment (OTA), non-food raw materials as^P source for the production of alcohols can reduce oil imports and save

energy. Gasohol produced from these products is competitive economically with gasoline refined from \$20 a barrel crude oil. OTA found that production of one to two billion gallons of gasohol nationwide will not have a significant impact on food prices since crop residue or grain cultivated for this purpose will not compete with normal production of agricultural crops.

To allow for possible increases in gasohol requirements, the Economic Regulatory Administration (ERA) of the Department of Energy, is planning to issue "Gasohol

Marketing Regulations" under the Emergency Petroleum Allocation Act of 1973 (15 USC § 751 et seq.). These regulations will secure supplies of unleaded gasoline for blending with ethanol to produce gasohol and provide the framework within which ethanol fuel production could possibly increase from the present 60 million gallons per year by 1982. It is expected, based on ERA's projections that gasohol demand may reach three billion gallons per year or three percent of present gasoline consumption as a result of the above marketing measures.

DEFENSE PETROLEUM COURSE Spring 1980

The Spring 1980 Defense Petroleum Course (DPC), more generally referred to as the "API Course," was held in Houston, Texas, at the Mariner Conference Center of the Downtown Holiday Inn during the period 12-16 May 1980. The DPC, which is sponsored by the Department of Defense through the Defense Fuel Supply Center and coordinated with industry by the American Petroleum Institute, is held semi-annually in Houston, San Francisco/Los Angeles, and New Orleans on a rotational basis. The course objective is to provide federal government personnel, principally Department of Defense military and civilian personnel engaged in DOD petroleum logistics, with a general knowledge and understanding of the fundamental characteristics and complexities of the oil industry and its products.

Companies participating in the Spring 1980 DPC were: Amoco Production Company, Conoco Inc., Exxon Company, U.S.A., Gulf Oil Corporation, and Shell Oil Company. An interesting highlight of the course was a field trip to Amoco's Hastings production fields, which provided the students with an opportunity to observe

an operating field utilizing automated enhanced recovery techniques. The participating companies all did an excellent job in covering such major areas of industry operations as exploration, production, marine transportation and pipelines, research and development, product specifications, and alternate energy sources.

The 50 attending students came primarily from the Department of Defense (Army, Navy, Air Force, Defense Contract Administration Services Regions, Defense Fuel Supply Center, and Defense Intelligence Agency) with representation from such civilian agencies as the Department of Energy, Department of State, Department of Commerce, and the Central Intelligence Agency. Students were presented with Certificates of Completion by Mr. Robert F. DiVenuti, American Petroleum Institute Course Coordinator.

Space allocations for the DPC are a responsibility of DFSC-LP (Coordinator: Mr. Donald Quintero, telephone (202)274-7685 or autovon 284-7685).

DFAMS

Update

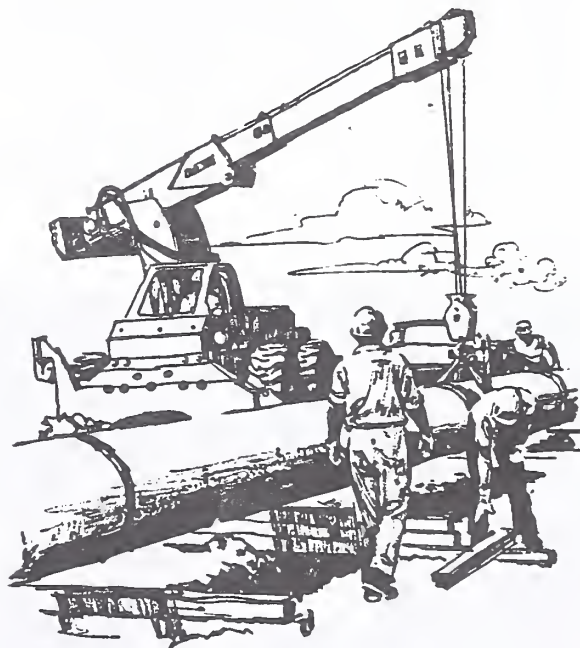
On 1 June 1979 a remote terminal was installed at DFR-NE as a trial link between DFSC and the CONUS Defense Fuel Regions. This test was initiated to achieve a key objective of the Defense Fuels Automated Management System (DFAMS); i.e., timely, accurate, and complete reporting of Military Standard Petroleum System (MILSPETS) supply transactions to DFSC in support of DFAMS. As of 1 July 1980 we have progressed to the following point in MILSPETS/DFAMS implementation:

- Remote input terminals with direct access to DFAMS are now operating at all five CONUS DFR's.
- Of 68 contractor operated DFSP's in CONUS, 49 (72%) are now reporting MILSPETS transactions to their respective DFR for input to DFAMS. Target date for implementing the 19 remaining contractor operated DFSP's is September 1980.
- On 1 July 1980 two prototype Overseas Control Points (OCPs) began reporting MILSPETS transactions via AUTODIN; i.e., the UK Pipeline System - Mildenhall, England and the Spanish Pipeline System - Torrejon, Spain. PDSK Korea is scheduled to begin reporting soon.

Synthetic Fuels

In June 1980 the President signed the Energy Security Act which encompasses an extensive program for the development of domestic energy resources in the United States. Title one of this act addresses synthetic hydrocarbon fuels and amends the Defense Production Act to permit the Production of Synthetic fuel for DOD use. DOD and DOE are now working forward an early start up of synthetic fuel plants to meet the goals of Congress and the President.

Testing of synthetic fuel will continue during FY 81, 82, and 83. Substantial quantities of synthetic fuel will not begin to reach using activities until 1984 or 1985. It is now planned that these products will meet the same specifications that are currently used for Petroleum Products and be mixtures of



petroleum and synthetic fuel. In any case, the synthetic fuel will be compatible with petroleum fuel and weapon systems without modification or special handling.

DFSC FUEL INDOCTRINATION COURSE

The first DFSC Fuel Indoctrination Course for 1980 was held at Cameron Station from June 16 through 20. The class was composed of 31 students from DFSC, DASC, U. S. Air Force Detachment 29, and the U.S. Army. The course is conducted twice each year and provides people with an overview of the fuel industry and Department of Defense petroleum logistics.

Presentations to the class were made by: Hastings Wyman, American Petroleum Institute; Hugh W. Hardy, Exxon Company, USA; Edwin R. Anthony, National Coal Association; CPT Michael T. Murphy, CPT Joseph D. Palatka, and SSG Jerry W. Wills, U.S. Army Quartermaster School (Petroleum and Field Services Department); MAJ Richard P. Dacey, U.S. Army Energy Office; Steward H. French, U.S. Air Force Detachment 29; Kathryn F. Mann,

Navy Petroleum Office; Treva Alston, W. A. Robinson, and LTC James E. Bickford, DFSC. We would like to take this opportunity to thank them all for a superb job.

Special thanks to Louis Pederson and James Helm for a very interesting tour of the Getty Refinery in Delaware City, Delaware, and to COL Joseph W. Volpe and his staff for an excellent tour of the petroleum laboratory and training facilities at the U.S. Army Quartermaster School, Fort Lee, Virginia.

At the conclusion of the course students were presented Certificates of Completion by BGEN L. R. SEAMON, DFSC Commander.

Course Coordinator: Rosemary Lutes, Office of Planning and Management

Photo by: Mr. Fred Blum, DFSC-M



Cameron Station Hosts Petroleum Conference

The Fifth Annual Worldwide Petroleum Conference was held at Cammeron Station from 24 through 26 June 1980. The conference was attended by approximately 200 people from DOD and DOE organizations, the Post Office, and Industry. The purpose of the conference was to update managers and operators of the DOD bulk petroleum logistic system on programs and policy changes that have been made during the past year and those in the process of being established.

Topics on the agenda ranged from discussions of bulk petroleum costs and availability to fuel allocation, storage and distribution. The major emphasis was on the concepts involved in maintaining defense readiness and a wartime sustainability posture while applying a policy of energy conservation. The second day of the conference was devoted to problem area workshops: CONUS, PACOM, EUCOM, and LANTCOM/SOCOM. The workshops served as a forum for participants to exchange views and receive spontaneous feedback on new ideas. Problems which surfaced were discussed and resolved or assigned to individuals for action.

The attendees were welcomed to the conference by the DFSC Commander, Brigadier General Lawrence R. Seamon, USMC, who urged them to take an active role in the proceedings and to work together toward the goal of assuring a source of energy for DOD in the years ahead.

400 Miles of Petroleum QAR

Dick Doll QAS
DCASMA Denver, CO

The Petroleum QAR inspection responsibilities are stretched over a large geographical area in Colorado, South Dakota, and Wyoming. DLA contracts call for delivery of JP-4 via pipeline and tank truck to Ellsworth AFB, South Dakota, from two different locations in the Wyoming area. One delivery calls for pipeline movement of JP-4 originating from a refinery located in Casper, Wyoming to a pipeline terminal in Rapid City, South Dakota which involves the use of a multi-products line. The injection of additive requirements on receipt at break-out tankage are accomplished at Rapid City



Checking "JFTOT" set-up on JP-4 at Wyoming Refining Co. Refinery lab at New Castle, Wyoming By QAS
Dick Doll

terminal. The witnessing of sampling at Rapid City terminal and the complete phase of Spec testing at the Casper refinery are under surveillance by the assigned QAS located 400 miles away. Upon approval of JP-4 blend (tender) the material is moved via single productions line to Ellsworth AFB tankage FOB destination. Complete coverage of the pipeline movement is performed by the assigned QAS at origin and destination. A second delivery calls for tank truck movement of JP-4 originating from a refinery in Newcastle, Wyoming, to Ellsworth AFB, South Dakota FOB origin. The complete phase of Quality Assurance functions is covered by the assigned QAS located 350 miles away.



Witnessing "Freeze Point" on JP-4 at "Little America Refinery", Casper, Wyoming By QAS Dick Doll -- Dsasma, Denver.

The assigned QAS covering the four mentioned operations is located at DCASMA Denver, CO, and primarily utilizes commercial transportation to travel to and from the Wyoming and South Dakota locations. With the use of Alternative Release Procedures (Rfm DLAM 8200.1, Section IX, Part 2, para 9-204) this type of operation has proven to be "cost effective". A complete review and study of the petroleum QAS QA mission, to provide coverage at these remote locations from

Denver, has been accomplished and will continue to be reviewed for cost effec-



Checking tank truck loading at Wyoming Refining Co. Refining JP-4 loading dock by QAS Dick Doll



Witnessing the "WISM" Test on JP-4 at "Little America Refinery Lab", Casper, Wyoming by QAS Dick Doll

tiveness. The idea of locating an individual in the Wyoming area has been considered but has not proven to be as economical as having the location in Denver where full utilization of the assigned QAS can be accomplished. With a location in Wyoming Commercial travel is not as effective as can be obtained from the Denver office which actually saves travel time.

INTERFUND

by J. Ingerick

The Bulk Fuels Category, DLA Division of the Defense Stock Fund operates financially as a revolving working capital appropriation. Funds must be available to buy the product we sell to the various buyers within the Department of Defense and Civil Agencies such as the Coast Guard and Federal Aviation Agency. These funds are used to cover our various operating costs--product, transportation, service contract costs, and stock losses.

How does DFSC get reimbursed? This is what Interfund is all about. Interfund can be defined as the transfer of money from one appropriation to another. The vast amount of Bulk Fuel collections are obtained through the Interfund Billing System.

DFSC makes issues through three systems--Defense Fuel Support Points (Terminals), Contractors (Direct Delivery), and commercial airport fuel suppliers (Into-Plane). When these issues are reported via various channels and on various documents, they are entered into the Bulk Fuels computerized system.

Certain vital data which may appear very insignificant on these supporting documents are the foundation for the Interfund Billing System. Data with codes such as DoDAAC, Signal Code, Fund Code,

and MILSTRIP is the basis for, hopefully, proper billing and subsequent collection of funds.

DoDAAC is an acronym for the Department of Defense Activity Address Code. It is a six-digit alpha/numeric code to identify an installation level activity such as FP4497 for Dover AFB, DE. The Signal Code is a one-digit alpha code to designate the receiving activity and the activity to receive the billing. The Fund Code is a two-digit alpha/numeric code to cite the proper appropriation for the paying activity. In the case of third party billing, the first digit of the Fund Code will designate the paying office's address. Each of the Military Services have designated their Fund Codes and accompanying appropriation symbol to be used and they are published in DOD 4000.25-7M (MILSBILLS). MILSTRIP is an acronym for Military Standard Requisitioning and Issue Procedures. The MILSTRIP Document Number, another important piece of information, consists of the DoDAAC, Julian Date, and Serial Number.

At the conclusion of the accounting period after all this data is entered into the computer and all the feeder programs are incorporated, the billing file is run. The end products are the detail bills by bill number, two tapes, and the other sundry listings, such as billing adjustments, sus-

pending bills and cumulative bill file. The tapes are then transmitted by the communications office to the United States Army Finance and Accounting Center (USAFAC) at Indianapolis, IN. The other tape is transmitted to the Defense Automatic Addressing System (DAAS) in Dayton, OH for further transmission to the various paying activities. USAFAC then reports to the U.S. Treasury and our appropriation is credited. DFSC has been automatically reimbursed.

Procedures for the buyer, i.e., Dover AFB, DE, and seller, DFSC, have also been established in DoD 4000.25.7-M, MILSBILLS. The various buyers, upon receipt of the Interfund Bills, process valid transactions and/or suspend the discrepancies for anticipated billing adjustments. In essence, the buyers have paid the interfund bill upon receipt. So you can understand, I am sure, the interest the buyers have in accurate billing. Since the requisitioner (i.e., Dover AFB, DE) has the primary responsibility for presenting the billing data, the source for billing data is this supporting documentation which was mentioned earlier. An incorrect Signal Code can make an enormous difference.

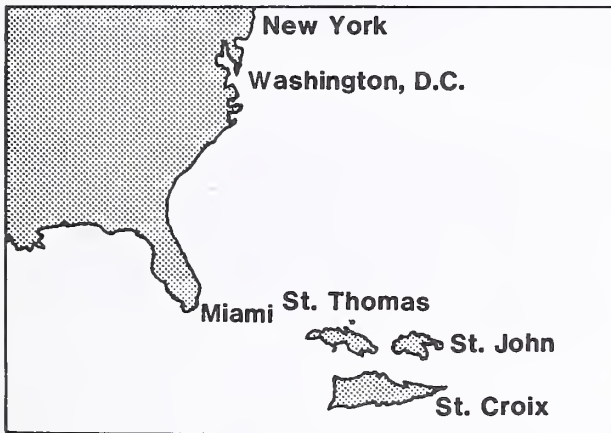
The importance of proper data cannot be overemphasized. The Interfund System is dependent on people

presenting and using proper data. Defense Fuel Supply Center is reimbursed in excess of 500 million dollars a month through the Interfund Billing System. There are thousands of people who are directly and indirectly connected with these data.

ST. CROIX DFQAR

Capt Thomas W. Ellison, Jr., QAR
DFQAR St. Croix

The Hess Oil Virgin Islands Corporation (HOVIC) is the home of the St. Croix Residency of the Defense Fuel Region, Caribbean. Presently staffed by Major



Alex Erhard, USAF, and Captain Chuck Cumberworth, USA, who has just replaced Captain Tom Ellison, USAF, and two civilians, Orlando and Felix Garcia, the residency is the busiest loading port for DFSC cargoes in the Caribbean. St. Croix personnel have filled in as required at the Texaco Trinidad and Lagoven, Amuay Bay, Venezuela, refineries where there are no resident QARs, and participated in Strategic Petroleum Reserve crude oil liftings from the PEMEX terminal in Coatzacoalcas, Mexico, and crude transshipments from the Bonaire Petroleum Corporation in Bonaire, Netherlands Antilles.

HOVIC, with a maximum throughput of over 700 thousand barrels per day, produces a wide variety of petroleum products

including: gasoline, fuel oils, jet fuels, propane, and petrochemicals such as benzene, toluene, xylene and paraxylene.

Until July 1979, only JP-4 and DFM were produced for sale to DFSC. What was lacking in variety, however, was made up for in volume. For example, in 1978 the St. Croix QARs loaded over 10 million barrels of JP-4, over 2 million barrels of DFM and a million barrels of JP-5 were shipped in a total of 84 parcels. Most of the fuel shipped from HOVIC is bound for U. S. East Coast terminals and Donges, France, where it enters the Central European Pipeline System although frequent shipments are made to Rota, Spain, the Azores and occasionally to the Canal Zone and West Coast terminals. The St. Croix QARs and the HOVIC refinery are traditional participants in Operation Deepfreeze, the annual resupply to U. S. facilities at McMurdo Sound, Antarctica.

In St. Croix, the name of the game is tanker loadings. In 1978, 85 MSC-controlled tankers were loaded while in 1979 the QARs handled 71. With this kind of exposure the QARs have become very familiar with the cargo systems and special characteristics of a large portion of the MSC tanker fleet. Ship inspection procedures, sampling and testing and timely completion of the loading papers have been done so frequently that it is practically second nature to the QARs. Due to the volume of product shipped, the residency has been used on several occasions to give DFSC personnel their first practical look at petroleum quality assurance and tanker loading procedures.

At the HOVIC plant, JP-4 is batch blended in two 300,000 barrel tanks. Batch

blending means that various components and additives are mixed together in a single tank to form a homogeneous batch of cargo. A JP-4 system which is completely segregated from other product systems insures product integrity. DFM is generally run down directly from the refining units into the shipping tank without any intermediate blending and requires only a few hours of circulation to produce a homogeneous batch. More concern for product integrity is required for DFM as this product system is integrated with the HOVIC commercial No. 2 fuel oil system. As the No. 2 oil is consistently of better quality than DFM, i.e., lower sulfur content and lower cloud/pour points, the concern is more for product accountability than quality. JP-5 is also batch blended from a hybrid system. The shipping tank and pump suction line are part of the No. 2 oil system segregated as necessary by double isolation valves. The pump discharge line utilizes a decommissioned xylene line which is completely isolated from the rest of the

aromatics system. A thorough line flush is necessary before each JP-5 loading to completely remove any traces of No. 2 oil from the loading line.

While most people might consider a 10-day visit to a tropical island the vacation of a lifetime, the novelty of a three-year duty tour wears very thin at times. St. Croix, one of the three U. S. Virgin Islands, is a small island 27 miles long and up to 7 miles wide encompassing only 84 square miles. Frequent bouts of "Rock Fever" are therefore not uncommon. Although St. Croix is a U. S. possession, the island life style is alien to most Americans.

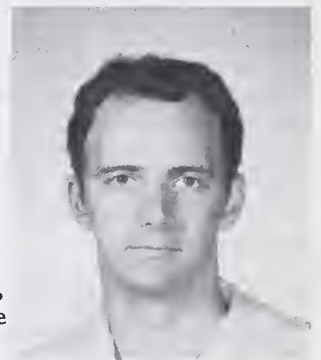
Hopefully, this article has given you a better picture of living and working conditions at one of DFSC's outposts. While the work is physically and mentally demanding, the sense of accomplishment at the end of a successful loading is quite satisfying.

DFQAR St. Croix Staff Congratulated for a Job Well Done



Photo by Bill Biggs, DFR Caribbean

Major Alex Erhard, USAF, (left) is congratulated on his recent promotion by LCDR D. W. Ireland, SC, USN.



CPT Cumberworth, USA, is the new guy on the block in St. Croix.

Captain Tom Ellison, USAF, is thanked for a job well done by LCDR D. W. Ireland, Commander, DFR Caribbean, as he prepared to depart the Caribbean in May 1980.



Photo by R. L. Jarvis, DFR Caribbean

Mr. Orlando Garcia is presented his certificate of completion of the Ft. Lee PQAR Course by LCDR D. W. Ireland, SC, USN, Commander, DFR-CR.



Mr. Felix Garcia is congratulated by LCDR D. W. Ireland, SC, USN, Commander, DFR-CR for a job well done at the St. Croix Residency.



On 14 May 1980 at Camp H. M. Smith, MGEN Gaskill presented three quality assurance specialists with DLA Quality Assurance Certifications. This group (Mr. Bill Neal, Mr. Maurice T. Lucas, and SFC Dennis L. Morgandoller) is the first in DFR-PAC to be certified under the DLA Quality Assurance Certification Program.

Mr. Lucas



Mr. Neal

SFC Morgandoller



KEY PERSONNEL NEWLY ASSIGNED

The Directorate of Supply Operations welcomed its new Director, Colonel E. G. Wentworth, Jr., USA, in April 1980. Having served previously with the Office of the Chief of Staff, Department of the Army, Washington, DC, as Assistant to the Director, Army Staff, Colonel Wentworth joined DFSC in October 1979 as a Special Assistant to the Commander, DFSC. Prior to his last Department of the Army assignment, he was Chief of the War Reserve Office in the Office of Deputy Chief of Staff for Logistics, Department of the Army. Some of his previous tours of duty

were with 1st Cavalry Division, Ft. Hood, Texas (Materiel Management Officer and Commanding Officer of the 15th Supply and Transportation Battalion and Division G4); Deputy Assistant Chief of Staff, Petroleum Oil, Lubricants (POL), then Assistant Chief of Staff, Supply, USA Support Command in Long Binh, Republic of Vietnam; and with HQ USARPAC, HI, as POL Requirements Officer. Colonel Wentworth is a graduate of the U. S. Military Academy and has a Masters Degree in Petroleum Engineering from the University of Pittsburgh. He attended both the

Industrial College of the Armed Forces and Command and General Staff College. He is married and has three children.

On board since 20 June 1980, LCDR Tommy G. McDowell, SC, USN, the new Commander of Defense Fuel Region, West, was previously assigned to the Long Beach Annex, Long Beach, CA, where he served as Terminal Director of the San Pedro Fuel Facility with the Naval Supply Center. His previous assignments include tours of duty on the LSD 37 PORTLAND, homeported in Little Creek, VA, as a General Supply Officer; a Fuels and Air Missiles (SAM) on board CGN 9 LONG BEACH homeported in San Diego, CA. He has a Masters Degree in Petroleum Management from the University of Kansas and is married with one child.

Captain Omer L. Johnson, SC, USN, was recently reassigned as DFR Europe Commander in June 1980 after having served as DFR West Commander since June 1978. His prior tours of duty include Supply Officer on the USS GRAND CANYON; Staff POL Officer with CINCPACFLT, Honolulu; Sub Area Petroleum Officer, Philippines; Officer-in-Charge, Bayonne Annex, Naval Supply Center, Bayonne, NJ, and an assignment with the Naval Supply Systems Command Headquarters in Washington, DC. He holds a BA Degree in Foreign Affairs from the U. S. Naval Postgraduate School in Monterey, CA, and is married with one son and one daughter.

Colonel James N. Vinton, USA, is the new Commander of DFR Pacific. Colonel Vinton came to DFSC from the USA Quartermaster School at Ft. Lee, VA, where he served as Director. His previous tours of duty were with Department of the Army in the Office of the Deputy Chief of Staff (Logistics) as Logistics Staff Officer, then Executive Officer. He also served as Commander of the 544th Supply and Service Battalion, Ft. Knox, KY.; Chief, Logistics Assistance Office in Seoul, Korea; and Assistant Head, Army Section

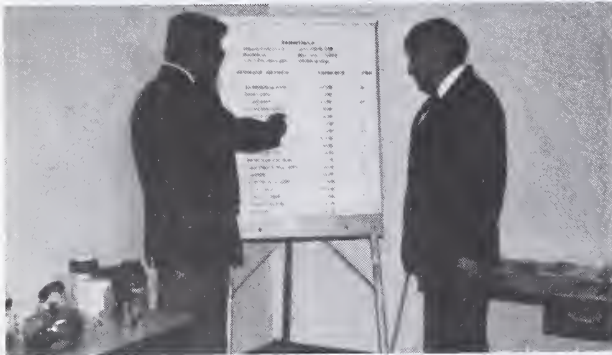
(then Program Management Section), HQ PACOM, Camp Smith, HI. He assumed command of DFR Pacific on 2 July 1980. Colonel Vinton graduated from Indiana University of Pennsylvania with a BS Degree in General Education and also attended Command and General Staff College as well as the Industrial College of the Armed Forces. He is married and has 3 children.

The new Director, Office of Planning and Management, is Colonel Richard L. Kail, USA. Prior to joining DFSC in early July 1980, Colonel Kail served with the Office of the Assistant Secretary of the Army (Installation, Logistics, and Financial Management, as the Assistant for Logistics Readiness. Prior to his tour of duty in the Pentagon, he was Commander of the 240th Quartermaster Battalion at Ft. Lee, VA. Some of his previous assignments include Ft. Shafter, HI (Logistics Staff Officer and Petroleum Branch Chief; RVN - DaNag (Logistics Advisor and ACofS G4/G4 Advisor); DFSC (Procurement Officer) and USARPAC-RVN Cam Rahn Bay (Petroleum Division Chief). Colonel Kail is married and has 2 sons. He has a Masters Degree from the University of Texas in Petroleum Engineering and attended Command and General Staff College.

Joining DFSC on 24 July 1980, Army Major William T. Lane is the new Commander of the Defense Fuel Region, Alaska. Some of his previous assignments include S-4 Officer with 89th MP Gp at Ft. Hood, Texas; Chief, Hinterweidenthal Tank Farm, Zweibrucken, Germany; Petroleum Officer and Bulk Fuel Officer, Germersheim Army Depot, Germany; S-4, 97th QM Bn at Pirmasens, Germany; Training Officer with the QM School, Ft. Lee, VA., and a Battalion Executive Officer, Company Commander and Assistant S4 with the Army Training Center, Ft. Knox, KY. Major Lane's Master's Degree is in Vocational Guidance/Education from Troy State University. He is married and has two children.

New DFRE Commander Arrives in United Kingdom

Captain Omer L. Johnson, USN, new Commander DFRE, paid a visit to the Quality Assurance Residency, High Wycombe, England on 28 May 1980 enroute to Stuttgart, Germany. Pictured below in Photograph #1, CPT Johnson (right) is being briefed by Mr. James Skaggs on U.K. operations, Photograph #2 pictures CPT Johnson flanked by the two newest members of the U.K. staff, Mr. John Ross on the left and LT Kenneth Ristow, USN, on the right.



Pictured above is the entire U.K. Quality Assurance staff. L-R Kenneth Ristow, LT USN, Jack Burkitt, Alexander Bentley, Donna Scharfenberg, John Ross and Jim Skaggs. The U. K. staff provides Quality Surveillance on DFSC product from the time it arrives via tanker at 4 different DFSP's and is pumped thru several intermediate depots and reaches the American RAF bases. In addition, they are responsible for the quality and quantity of cargoes placed aboard MSC vessels and discharged at several NATO installations throughout England and Scotland.



Colonel Robert White, Commander DFRE recently presented 20 year service certificates and Certifications in Petroleum and Chemicals to Msrs. Alexander Bentley and Jack Burkitt, DFQAR's United Kingdom.



Alexander Bentley and Colonel White



Jack Burkitt and Colonel White

Bidding farewell Caribbean style - LT Josef joins DFR Caribbean personnel and their families in farewell picnic. Left to right front row - MSGT Murchison, LT Josef, back row - Jean and husband W. T. Biggs, and CPT Bob Jarvis (standing).



LCDR D. W. Ireland, Commander Defense Fuel Region Caribbean, presents LT Michael Josef with the Joint Service Commendation medal.

Defense Fuel Region Caribbean Personnel Receive Quality Assurance Certifications

On 17 April 80, MSGT William H. Murchison, USAF, received his certification from Commander, Defense Fuel Region Caribbean, LCDR Dennis W. Ireland, SC, USN.

Mr. Joe Ebbitt (left) of DFSC-LA looks on approvingly as MSGT William H. Murchison, USAF (center) displays the DLA Commodity Certificate just presented to him by LCDR Dennis W. Ireland, SC, USN (right).

Photo by Mr. W. T. Biggs →



On 7 March, CPT Bob Jarvis, USA, Petroleum Logistics Officer at HQ Defense Fuel Region Caribbean, Roosevelt Roads, P. R., received his certification, also from the Deputy Director of DLA, MGEN Gaskill.

MGEN Gaskill, Deputy Director, DLA, presents the DLA Petroleum Quality Assurance Commodity Certificate to CPT Bob Jarvis, USA.

While in St. Croix, that same afternoon, MGEN Gaskill also presented certificates to MAJ Alex Erhard, USAF, Chief, DFQAR St. Croix and CPT Thomas W. Ellison, Jr., USAF, DFQAR St. Croix.

U.S. Navy Photo →



During the initial distribution of DLA Petroleum Quality Assurance Certifications, the Defense Fuel Region Caribbean QA people got their fair share.

On 3 March, Mr. John Childers, Chief, DFQAR Curacao, was presented his certificate by the Deputy Director of DLA, MGEN Robert C. Gaskill who was on a tour of the Caribbean in Curacao, Netherlands Antilles.

MGEN Robert C. Gaskill, USA, Deputy Director, DLA, presents DLA Petroleum Commodity Certification to Mr. John Childers, DFQAR Curacao, as CPT Bob Jarvis, USA, looks on.

Photo by B. Jarvis →



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